

The Tiller

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Annual Meeting,
Petersburg, Virginia
May 11-13, 2007

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Did you know?

Petersburg could be called "The Cockade City." President of the United States, James Madison, honored the volunteers from Petersburg who answered his call and joined the army to defeat the enemy of the United States when so many others declined to help. It was the war of 1812. He called them the men from the Cockade City.

~~Nancy Trout

A Note From the Editor:

In the last issue of the Tiller, we incorrectly identified George Ramsey as being photographed on Lake Drummond in North Carolina; he was in Virginia.

On the Cover:

The Rennovated Union Train Station in Petersburg, VA. Photo courtesy of Kevin Kirby



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*The Virginia Canals and Navigations Society
is a 501(c)3 non-profit organization.*

Membership Information:

Dues apply to the calendar year and entitle members to all editions of The Tiller for that calendar year.

Membership Dues:

| | |
|------------------------------|----------|
| Life Membership, Single | \$300.00 |
| Life Membership, Couple | \$400.00 |
| Single Individual | \$18.00 |
| Couple | \$20.00 |
| Sustaining Member | \$30.00 |
| Patron | \$65.00 |
| Non-profit Organization | \$18.00 |
| For-profit Organization | \$30.00 |
| Students, Schools, Libraries | \$8.00 |

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Letter from the VCNS President and JRBF Chairman

Robert M. “Buddy” High

I hope everyone has enjoyed a Happy Holiday season, a very Merry Christmas, and will be blessed with a wonderful New Year.

Virginia Canals and Navigations Society

The VCNS is off to a very good start:

One of our main objectives is to get our financial records in order.

Second is to get the medallion funds at the Great Bridge in Chesapeake, Virginia.

One of our larger goals this year is to get our name out before the public so as to make them aware of our purpose and to involve them in our activities.

We also want to make sure that all of our members are in tune with the Board’s activities. Please remember your comments and questions are always welcome, whether positive or negative, and I will do my best to answer them.

We have several positions as river directors that need to be filled; if you would like to consider volunteering, please let me or a board member know.

We are planning an exciting event this spring, our annual meeting in Petersburg, Virginia, May 11 to 13.

Petersburg, Virginia, began as Fort Henry in 1645, as a frontier trading post. In 1781, the post was overcome by British forces. In 1850, it was incorporated as Petersburg; it thrived as an industrial and commercial center with tobacco warehouses, cotton, flour mills and iron foundries.

With economic prosperity, Petersburg became a prime target for General Grant. During the summer of 1864, and the following ten months, the city suffered hunger and cannon bombardments until it fell to the Union. During this time over 800 homes were struck by cannon artillery. After the war ended, school children had the task of placing flowers on the defenders graves, which ultimately led to the observance of Memorial Day.

James River Batteau Festival

The JRBF is also off to a good start. We are already making plans for the 22nd Annual Festival. We have received a couple of donations, with promises from several other people, to help finance the festival this year. We are working on ways to make the festival a safer float, with warning signals for groups in danger.

Several watermen are interested in building new boats. We hope the route will be pretty much the same as in past years and we are working on that. I plan to encourage each boat group to be as authentic as possible when coming into landings so we can portray the period accurately.

I hope you will make plans to attend both events, too.

~~~Robert M. “Buddy” High



Robert M. “Buddy” High and his lovely wife, Jean at last year’s annual meeting weekend in Roanoke Rapids, NC in the aquaduct of the Roanoke Canal. Photo by Holt Messerly

# Annual Meeting Schedule

May 11- 13 2007  
Old Town Petersburg

Friday evening:

Meet at Railroad

Station after 4 PM

Dinner on your own in Arts Festival Area

## Activities

Friday of the Arts

Appomattox River Harbor

Special Batteau event at Old Farmers Market

Displays at restored Train Station

Saturday

## Field Trips

Toll Locks, Indian Town Creek Aqueduct and old mill site

Picnic Lunch on rocks and view beautiful falls from path on Riverside Trail

Guide will show work on canal structures

Saturday evening

## Banquet and Annual Meeting

Speakers and Music

At Railroad Station

Sunday

## Suggestions for Exploring on your own

Lee Memorial

WPA Project of wildflower garden being restored

Nature Park on Appomattox River near Hopewell and Prince George

At Pamplin Historic Park experience the Civil War as it occurred in Petersburg

(Land is privately owned by

Mr. Pamplin and his son)

The Hampton Inn  
is saving rooms  
until mid-April  
11909 S. Crater Road  
Petersburg, VA  
(804) 732-1400.



*Petersburg Courthouse*

Photo Courtesy of Kevin Kirby

# Highlights of Spring Meeting in Petersburg, Virginia

By William E. Trout, III, Ph.D.

We are planning many interesting activities for our three day annual meeting May 11 to 13, 2007, in Petersburg, Virginia. It is an historic city that has many interesting sites. Some exist because the Appomattox River, its canal and dams, brought commerce to the city in the 18<sup>th</sup> century. The key that opened up the river was the Appomattox Canal Aqueduct, which made it possible for the bateaux to deliver their loads down to the canal basin near Campbell's Bridge, where they were whisked away to the very active harbor.

The harbor was abandoned in the 1900s, shortly after the First World War and became inaccessible due to the sediment that blocked the channel. Today Petersburg has plans to re-open the harbor and make the Appomattox River more accessible to everyone. During your visit you will have an opportunity to visit the harbor and to see what volunteers have done to make the water more pristine and clean.

Ernest Green will lead a tour on Dominion property where you will be able to see the Toll Locks, the Indian Town Creek Aqueduct and an old mill site. We hope to have time to picnic on the beautiful rocks that exist along Rohoic Creek (formerly Indian Town Creek). The Friends of the Lower Appomattox River and the City of Petersburg are working hard to continue the Appomattox River Trail all the way to Chesdin Dam to create a significant park area near the Aqueduct.. We hope to have a guide there to give us an idea of what can be done to stabilize and protect the structures from further damage. What is discussed here will be of particular interest to those of you hoping to replace the stones on your local locks, thereby saving them from disaster.

We will also explore a riverside trail that is being developed by the Friends of the Lower Appomattox River (FOLAR). It starts at Pocahontas Island, the first island in Virginia solely inhabited by African Americans; earlier, the Indian tribe, led by Chief Powhatan, occupied the island. The trail will include the old towpath along the Upper Appomattox canal and extend up to Lake Chesdin Dam, which provides water levels suitable for residents of Chesterfield and Dinwiddie to enjoy fishing and boating. Just below the dam is an access point where Chesterfield County used to have guided canoe tours to some of the still visible navigation improvements, as well as the mill and lock sites on the Dinwiddie side of the river.

At this time, the trail is being worked on just above Campbell's Bridge. FOLAR raised the money to build a footbridge across part of the river. Volunteers have worked diligently to clear a path and open up a view of the river's beautiful falls.

Old Town Petersburg has a special Friday night celebration called Friday for the Arts. You are invited to attend and enjoy the many interesting shops, restaurants, and historic sites along Old Street and North Sycamore Street. For our meeting, a special event will be held in the Old Farmers Market with batteaux as the main theme. We will have many interesting displays with someone to demonstrate the methods used to build batteaux and the historic tools they used in the 19<sup>th</sup> Century. Anyone interested in placing a display, please let us know. We will be glad to have your help.

Or, if you prefer, the restored train station will also have displays and you are welcome to put your display in there. The train station is the location of the banquet and annual meeting on

Saturday night. For your enjoyment, two speakers and music will be provided.

On Sunday there will be many interesting options for you:

1. Lee Memorial Park, a Depression era WPA project in Lee Park, began life as a wildflower park but, over the years, was destroyed. Now restored by the Petersburg Garden Club, it is hoped that some of the flowers may be reintroduced to the park in the future.
2. FOLAR has established a Nature Park on the Appomattox River close to Hopewell and Prince George. If you are interested in seeing it, let us know and we will provide a guide.
3. Another interesting place to visit will be Pamplin Historical Park. It is located a short distance from Petersburg. It is a fine example of the history of the Civil War as it occurred in Petersburg. It is owned by Mister Pamplin and his son.

Don't forget to bring your exhibits and show-and-tell to the train station in Petersburg on Friday May 11, 2007. Exhibits can be seen Friday evening through Saturday evening. The station will be opened by 1:00 pm Friday for the early birds.



*Appomattox River*

Photo Courtesy of Kevin Kirby



# The Canal Basin in Petersburg and the Mills There

By William E. Trout, III Ph.D.

“At the terminal, down at the end at South Street, they had a basin that was capable of turning many boats around and parking boats in, and a big shed where the produce brought from Farmville was placed in this shed. And the shed, the big house, had a long shed on it that boats would get under the shed to unload. And then right at the end of that where the water started from there to the river, sixty-foot fall from there to the river.”

“I was going to tell you now about that old basin. Right at the edge of the old basin, the very first opening where the water left the basin towards the Appomattox River to go in the River at Campbell’s Bridge, the silk man, John N. Sterns first operated what was known as the Basin Mill, a great big wheat and corn-grinding mill that operated on this water power that as going down the sixty-foot to the river.”

“Well, on that side they had a water fall enough to create another plant, and that big plant was the same kind of corn or wheat mill was know as the Roller Mill. Right down Canal Hill, where that shirt factory is now—or whatever it is—was the Blue Ridge Cotton Factory., [The canal water] operated those three plants, right there. And then it went on down under the Norfolk and Western Railroad and contacted a canal that the Munt Mill and the Poole Mill built together. And now they had a canal on either side of the river flowing down the operate Munt’s Mill and John W. Poole’s Mill. And later John N. Sterns bought that property up and built a silk mill there. It also aided in running that. That’s how much that water did after it had formed that transportation line all the way from Farmville down to [the basin in Petersburg]”

Editors Note:

Both of the following stories are from the book, *Appomattox River Seay Stories: Reminiscences of James Washington Seay, the Last of the Appomattox River Batteaumen* by William E. Trout, III, Ph.D. which is a compilation of stories by James Washington Seay, “The Last of the Appomattox River Batteaumen.” They have been reprinted with the permission of Dr. Trout.

# How The Canal Aqueduct Fell Down

By William E. Trout, III Ph.D.

“They didn’t have men enough to form the lines back here [during the siege of Petersburg] to prevent the Yankees from taking Petersburg. So they built a big dam up there [on Indian Town (or Rohoic) Creek, to make a water barrier half a mile long],... named it Rohoic Dam. And it broke. And it washed away everything between there and the river. It washed away the canal, it washed away the Norfolk and Western [then the Southside] Railroad.”

“Then they rebuilt the canal with a wooden flume, built out of wood—timbers—which before that was built a great arch out of rock cobblestones—one of the biggest jobs I ever looked at in my life to see where men could do without anything at all, no power at all. They built that arch over that Rohoic Creek out of cobblestones and that thing stood there until that dam broke and washed it away. Then they put that trestle out of wood cross there and I carried my riverboat through there. And if it bumped the side that would shake the whole thing. You were sure that it would break down.”

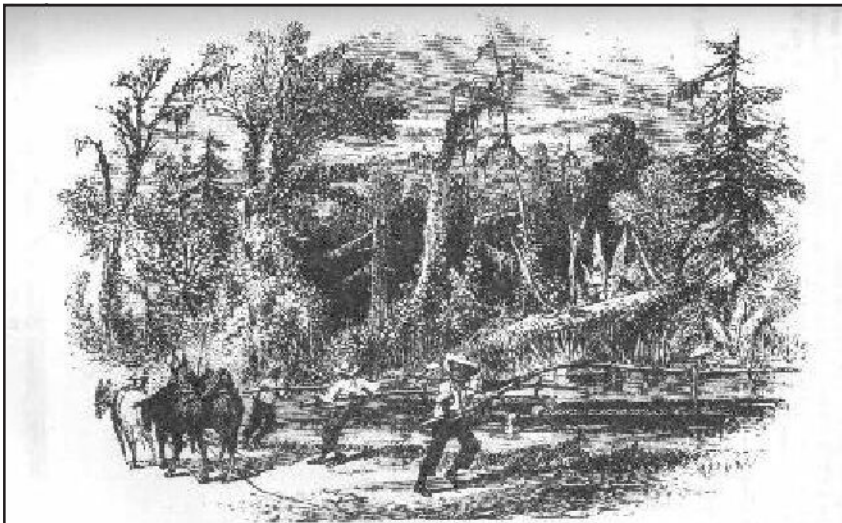


FIG 1 Tracking logs, Dismal Swamp Canal.  
Harpers Monthly May 1860. Woodcut illustration Part II,  
“Loungings in the footprints of the PIONEER”  
Used with permission of the Norfolk County Historical Society

# SOS: Save Our Swamp!

## The Dismal Swamp Canal Funding Problem

By George V. Ramsey

*The Dismal Swamp Canal is still open and operational as of this writing but for how long is an \$840,000.00 question.*

### Background

During the Teddy Roosevelt administration, and at his urging, Congress saw fit in 1908 to take over and modify an already established inland waterway corridor from Maine to North Carolina to enable the smooth transfer of goods and services. His argument was that we needed the free passage for both strategic and commercial purposes. The U.S. Army Corps of Engineers was given the task of making it happen. The open waterways--such as the sounds, bays and deep rivers-- were already under mostly federal control. The connecting canals--Cape Cod, Chesapeake and Delaware, Albemarle and Chesapeake, and Dismal Swamp canals-- which

had been created by private enterprise, and were still being operated as such, presented a big problem. There were no standards in place as to depth, width, lock sizes, etc., and no means to enforce the rules through the waterways in the various states. The aim was to create a waterway with a controlling depth of 12 feet throughout, and wide enough for safe meeting and passing of vessels. There began a move to buy out the canal companies and to make improvements and changes using public (federal) monies. Over the next decade all of the private canal companies were bought except the Dismal Swamp Canal Company, which struggled on, managing to remain solvent even

though its rival, the Albemarle and Chesapeake Canal had been improved and had its tolls lifted. Finally, in 1929, the U.S. Government bought the Dismal Swamp Canal also and since then has replaced the locks and bridges. Other than the depth, it has been well maintained and operated satisfactorily.

### Today's Issues:

The Dismal Swamp Canal's problems are due to the changing times and the yardstick the Corps of Engineers has been using to measure where the yearly allocation of maintenance money goes. The Corps gauges the waterways by the "million ton miles" of commercial traffic and the monies are allocated accordingly. Although at one time, in the 1890's, the Dismal Swamp Canal had been dredged to a 10 foot depth, over the years it had slowly been allowed to fill in. Today's controlling depth is published as six feet. Even though tolls had been lifted, only light draft vessels could or would use it. Commercial tonnage dropped further over the years and today it doesn't rate many "ton-miles," since most commercial commodities travel by highway or rail these days. Only the heavier bulk material such as petroleum, chemicals, ores or sand and gravel go by water and they all use the Albemarle and Chesapeake.

The traffic using the Dismal Swamp Canal today is mostly pleasure craft. Annually, approximately 2,000 vessels a year use it. Yachts, sailing vessels, trawlers and other "live-aboards" love this stretch of water for its unique quiet beauty. One of its saving graces is its history. It pre-dates all other operating canals and has been recognized throughout its history for the mighty formative efforts to return it to its condition in the days before powered equipment.

Since the 1960's the Corps of Engineers has periodically attempted to relinquish their responsibilities concerning the Dismal Swamp Canal. Several times it has been on the brink of being de-funded, but enough of its proponents have always been able to appeal to the Corps to divert enough money to keep it open. Occasionally, appeals have had to go higher up the ladder to the Congressmen or Senators that held sway over the purse strings. Until the year 2000, Congress generally allocated maintenance monies to the individual Corps Offices. In our case, two district offices are involved: Norfolk, VA for maintenance and operations and Wilmington, NC for regulatory management. Beginning in 2000, the overall waterways budget allocation began a downward spiral. Congress changed the way dollars were doled out, deciding the specific amount allocated to each



EMMA-K,  
Steamboat built in  
1890 Glen Cove NY.  
The last passenger  
ship to ply the  
Dismal Swamp  
Canal.  
Used with permission of  
the Norfolk County  
Historical Society



Photo By George Ramsey

**BONNY BLUE** Passenger vessel presently operating on the Dismal Swamp Canal in the summer season.

project. Since that time, the monies recommended by the Office of Management and Budget, at the direction of the President, has included the minimum or no dollars for the operation and maintenance of the Dismal Swamp Canal.

There has always been enough funding for water management of Lake Drummond's discharge through the Canal bypass system, which amounts to \$400,000 to \$450,000 annually. Another additional \$400,000 is needed to keep the canal open and maintained. As this annual budget works its way through the various hearings, sub committees and both houses of Congress, there is always a chance the funding for particular items can be adjusted. However, the Dismal Swamp Canal has become more and more of an orphan.

In recent years only the direct appeal to our elected representatives and senators has gotten the funds written into the final appropriations bill in the form of "add on's." This year the 2007 budget is "no different." Congress slipped past the usual

Thanksgiving session without agreeing on a final budget. It has passed the usual stopgap measure of a "continuing resolution," which authorized projects to continue to be funded on a month-to-month basis until a future session after the first of the year.

Funds are presently allocated in the pending 2007 budget but the Energy and Water Committee could easily remove them.

It is not too late to make an appeal to your Congresspersons and Senators.

Please let them know you are interested in keeping the Dismal Swamp Canal open and viable. Your support in contacting your legislators would be greatly appreciated.

We in VCNS represent the waterways. As you know, our passions are there and these types of issues are our concerns.

Over the years, our state has had a number of canals and navigation systems. Only two are left. We are in danger of losing one of them.

# A Brief History Of Reusen's Dam And Power House

By Douglas MacLeod

The present day power house at Reusens Dam, currently owned by Appalachian Power Co. was built between the years 1903 to 1905 for the Lynchburg Traction and Light Co. On October 2<sup>nd</sup>, 1905, the turbines were engaged for the first time, generating over 5,000 H.P. The electric current generated at this plant furnished power for Lynchburg street cars as well as incandescent and arc lights in town.

The Reusens Dam was built by the James River & Kanawha Canal Company in 1850-51. In that day, the dam was known as Judith Dam, named for nearby Judith Creek that joins the James River a short distance upriver. Also in this area, during the pre-dam batteau era, was Henry Trent's Ferry. Trent's Ferry began operating in 1775 until perhaps the 1830s or when the James River & Kanawha Canal came through in the 1840s. Trent's Ferry Rd. ascended away from the river at about the Bedford and Campbell Co. boundary, and was an important route for travelers and farmers above Lynchburg. The road likely followed much of what is now old Trent's Ferry Road. One could take the route, either into Lynchburg, or wind along other road connections to New London or Bedford Courthouse.

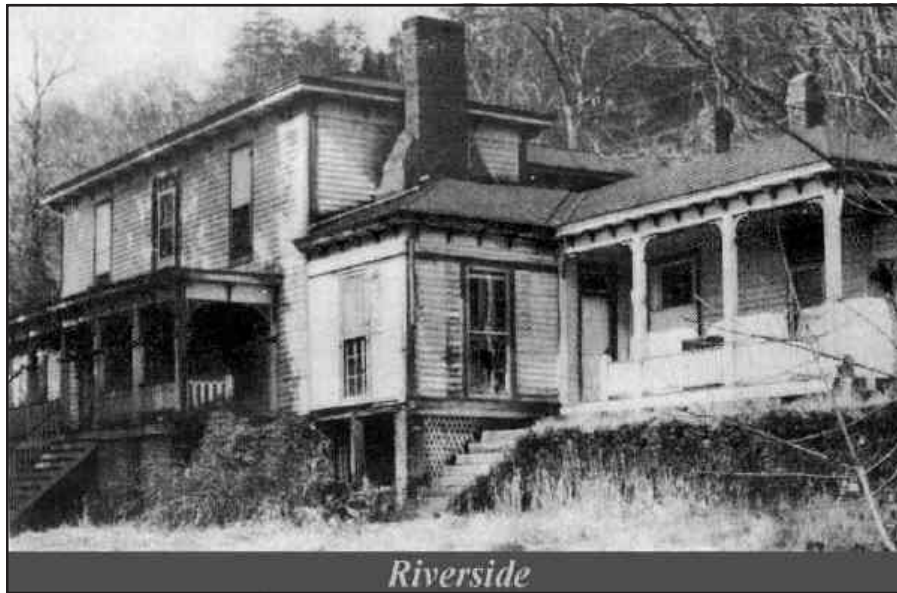
In 1850, before the Judith Dam was completed by the canal company, high water breached the stone structure and caused considerable damage. Next to the dam was guard lock #1 (Locks and Guard Locks were numbered separately between Lynchburg and Buchanan) that raised and lowered boats from one river level to the other. Thomas Murphy was the lockkeeper in 1852 at a salary of \$150 a year, as found on a list of employees in the canal company's annual report. By 1877, Irishman Dennis McCarthy was lockkeeper of the Judith Dam guard lock and apparently had been a lockkeeper beginning in the 1850s. Later, when the canal had suffered much

damage from floods, McCarthy only received \$75 per annum for his position.

The canal company was paid for water power provided by the Judith Dam and several other dams upriver. Industry appeared below the site of Judith dam just prior to the War Between the States. The war postponed the erection of Lynchburg's first rolling mill until 1866-7. This foundry was the Lynchburg Iron Works, providing railroad rails and hardware to railroad companies in the state. Dennis McCarthy's son, Charles H., worked at this rolling mill and for succeeding foundries at the same location, as well as for the electric company.

The canal company was bought out by the Richmond & Allegheny Railroad who began laying tracks upon the old canal towpath in 1880. Ten years later the C&O Railroad took over the Richmond & Allegheny. About that time, the foundry village became known as Leftwich, for a local industrialist who was a major investor in the James River Steel & Manufacturing & Mining Co. This company was sold after a couple of years and became the Virginia Nail & Iron Works. The name Reusens, after one of its northern directors, was bestowed upon the small industrial village in boom times for the iron industry.

The Nail Works went into receivership in 1893 and the Oriskany Ore and Iron Company were next to occupy the foundry site manufacturing pig iron from local iron ore. This company was taken over by the E.J. Lavino during World War I. From 1925 until the 1960's, the new owners were producing ferromanganese exclusively until the business shut down. No longer would a special rail car haul slag out of the furnace to dump it, lighting up the night sky to an eerie red that could be seen from many miles away. The Buncher Rail Car Co., a railroad car maintenance yard, currently operates at the old Lavino foundry.



Riverside Mansion,  
Photo courtesy of Amherst County Historical Society.

Upriver from the dam was an Amherst Co. riverside resort called Riverside, owned by Robert G. Scott, who worked for the canal company, under many job titles. Riverside may have been built in the 1870s by R.G. Scott and was sold around 1905, shortly before his death. During railroad times, boarders for Scott's resort were off-loaded at Reusens on the Bedford County side of the river and ferried across the river by means of a small steam stern wheeler. In 1900, a Lynchburg News account tells of young folks on board R.G. Scott's steamer 'Elmer,' which conveyed them to Riverside where they spent the day dancing, boating, bowling and bathing. Yes, the resort even had a bowling alley for its residents! It also appears possible that a motor powered ferryboat was later used to convey guests and boarders to the mansion, closer to the Abert railroad depot about a mile upriver.

At the turn of the century, riding along the James River on small steamers was very much a pleasant social and recreational event. A Sunday schedule for the Lynchburg-Reusens Boat line was printed in the newspaper announcing the launch "Powhatan" that made three round trips a day to Reusens at a fare of 25 cents adults and 15 cents children. Another pleasure steamboat built in Lynchburg, the "Elk," was the likely impetus for the short lived Midland Navigation Co. She was

to be outfitted in defense of the Spanish-American War but sank before this was done.

In 1901, another sternwheeler named "Altha," built in Radford, Va., was loaded on a train and carried to Lynchburg. John Eades bought the boat from Robert C. McWane and it thereafter towed sand boats in the old canal from Reusens downriver to Glamorgan Pipe Co. where McWane's brother was plant manager. The Altha was 50' long and 7-1/2 or 8' wide, with 4-5" of draft when empty and was powered by an 8 h.p. gasoline engine. The size of this boat may be in scale to what the other small steamers were.

River sand was in plentiful supply above and below Reusens dam. Canal company records speak of a dredging crew often working around where Judith Creek enters the James River, which to this day, deposits a great deal of sand and silt into the river. The power company raised the height of the dam and installed lock gates in the 1930s. As late as the 1960s, a sand dredge operated by Smiley Block Co. worked on both levels of the river at Reusens. Red Profit, known for Red & Dot's Boat Ramp on River Road in Madison Heights, VA, Amherst County, was an operator of the sand dredge. Today, the Reusens level of the river remains popular for recreational boating and fishing with the Monacan Park public boat ramp on the site of the old "Riverside" mansion.



The “Marshall” Packet Boat Hull,  
Photo by Douglas MacLeod

## **Preservation of ‘Marshall’ Packet Boat Hull**

By Douglas MacLeod

Thanks to the efforts of Lynchburg Historical Society director Sally Schneider and project committee members, the remains of the famed packet boat Marshall are finally preserved and now under roof. A ribbon cutting ceremony and dedication took place at Riverside Park, Saturday, September 16<sup>th</sup>, 2006 attended by contributors, various Sons of Confederate Veteran units and Lynchburg’s first woman Mayor, Joan Foster.

Present at the ceremony were Sons of Confederate Veterans Garland Rhodes Camp #409; Bedford Rifle Grays Camp #475 and Appomattox Rangers Camp #1733. An honor guard and color guard were made up from these SCV camps; a benedictine prayer was spoken, a salute fired and a bugler sounded taps.

The remnant of the metal boat hull is the only known example of a full size packet boat in Virginia that once floated on the James River & Kanawha Canal. The hull was unearthed on the bank of the James River for Lynchburg’s Susqui Centennial in 1936, cut into movable sections and then removed to Riverside Park. There the sole remnant of the Marshall has resided for the last seventy years, subject to the elements. A

movement began three years ago by the Lynchburg Historical Society to take measures to preserve the last vestige of the boat that carried the body of Gen. Stonewall Jackson from Lynchburg to Lexington.

Lynchburg Restoration Co. prepared the metal hull by removing rust, using a gentle blast of baking soda donated by Arm & Hammer Co., then applied an epoxy penetrating product known as Pit Guard to seal and stabilize the metal. An overcoat waterproof and anti abrasive epoxy sealer was also applied.

C.L. Lewis was the construction company contracted to build the sawmill lumber shell around the Marshall hull and put on the cedar shake roof. The new iron fence by Tom Page of Structural & Ornamental Metal Products & Design Inc. allows a better view for visitors with cameras. The Lynchburg City Council approved \$40,000 for the project in March of 2005 but additional funds are needed to pay for some of the work and future presentation of the canal boat’s history.

The Virginia Canals and Navigations Society’s name was missing from the list of contributors; it is hoped that they will contribute in some way for the final phase of this worthy project.

# Harriet McCurley “Happy” Trout

By Minnie Lee McGehee

We members of VC&NS wish to express our sympathy to Dr. William “Bill” Trout, a member of our Board of Directors, on his loss of his mother, Harriet “Happy” Trout in October 2006. Mrs. Trout was a charter member of VC&NS, she attended our annual meetings and always supported the organization in many ways.

She was born on August 18, 1906 the oldest child of James Webb McCurley and Harriet McCurley in Relay, Maryland, a suburb of Baltimore. Her two younger sisters and her brother had difficulty pronouncing “Harriet” and called her “Happy.” The nickname stuck. With a name like Happy she was destined for a life with a positive attitude.

Mrs. Trout graduated from Goucher College where she was a member of the Gamma Phi Beta Sorority, and began teaching school in Baltimore. She married William Edgar Trout, Jr. The couple moved to Staunton, Virginia where Dr. Trout taught science at Mary Baldwin College. They moved to Richmond in 1946 where she taught at Mary Munford School and her husband taught chemistry at the University of Richmond.

She was active in the Commonwealth Chapter of the Daughters of the American Revolution, The Tuckahoe Woman’s Club, and the Archeological

Society of Virginia. In August she celebrated her 100<sup>th</sup> birthday with her friends and family, including her many nieces and nephews who fondly called her Aunt Happy. Her husband predeceased her. She is survived by her sons, Stran L. Trout and William E. Trout, III and her daughter-in-law, Nancy Trout. Mrs. Trout made many friends in her life time, and they all miss her for she always welcomed them with a happy smile.



Harriet McCurley “Happy” Trout,  
Photo courtesy of William E. Trout, III



The final resting place of the “Marshall” Packet Boat Hull,  
Photo by Douglas MacLeod



*As you walk along the path  
where the Crater battle raged in  
the spring of 1865, there is a  
stillness in the air, a weird  
feeling that when the heavy fog  
lifts, the ghosts of the men and  
boys who fought and died here  
will rise up, ready to be released  
from their fate, ready to take the  
long journey home..*

*~~Bonnie Herndon*